



Wilmington Sail and Power Squadron  
DISTRICT 5



America's Boating Club® A registered trademark of the United States Power Squadron®

# THE LUBBER'S LINE

VOLUME 78, ISSUE 4

August - September 2017



Our annual summer cruise is a fine tradition that is full of good memories and fun sailing. The 2017 cruise added more such memories to our tradition.

Solomons Island - we went the farthest south on any squadron cruise. Going to the Solomons for two days worked out very well. Many enjoyed quiet Mill Creek and a chance to go to the Calvert Marine Museum, ride bikes provided by Zahniser's or just relaxing in the pool. Only two boats participated in the day's rallye which in part is testimony to the other options that were available.

Raft-ups, a best way to connect. Boats rafted in the Rhode River, Mill Creek and Hudson Creek in the Little Choptank River. It could be argued that raft-ups are the best part of the cruise outside of sailing - it's a great way to share the events of the day, enjoy a meal and talk about what interests us. For example, Jubilee, Brio and Eau de Vie rafted together in Mill Creek. Sandy and Dave Netting, guests of Jubilee, shared stories of past USPS Cruises. This was their 50th Cruise!! The raft ups helped us get to know our new member Dave Turley, Captain of Justice - he is certainly going to be a contender in future rallyes.

(Continued on Page 11)

## Wilmington Sail and Power Squadron 2017-2018

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## OUR COMMANDER'S MESSAGE



Many of us have observed that we started boating needing education and we stayed because of the relationships we value.

This observation has been universally acknowledged and very recently the USPS noted the same thing by creating a new marketing focus. USPS has adopted the statement: "We are America's Boating Club" and it holds the trademark for Americas Boating Club as well.



USPS is asking Squadrons to try it out. They will be hiring a PR firm to develop a communications plan that uses this slogan also. It's part of a recognition that any organization today that wants to survive needs to be deliberate about marketing and building its image. USPS and WSPS are no different. We will be discussing the branding/marketing efforts at it next Executive Committee in August. This topic is consistent with the Summer of 2015 action items the Squadron has adopted to build and retain members. Of course we know we are more than just a club. Efforts by SEO Mark Atkinson and instructors John Koval and David Sharpless are key parts of our mission. Our "mission" got a big boost when John Bailey has become our new Chairman for Vessel Safety Checks.

However, social engagement remains very important. Intuitively, we know this and we live it. When you look at our activities, many are designed around our wish to get together and enjoy one another. My hope is we invite new people to our events and that they get to know us and then choose to join.

So let's remain open to ideas about how we communicate what we are and what we do and how we can add members to our organization. Whether it's a branding plan, bumping up the use of our website and Facebook page, inviting new people or using other forms of outreach. Any way we can show that our members are the biggest asset of USPS deserves consideration.

Looking forward to seeing ALL of you at the Crab Feast.

Cdr. Bruce Wyngaard, AP

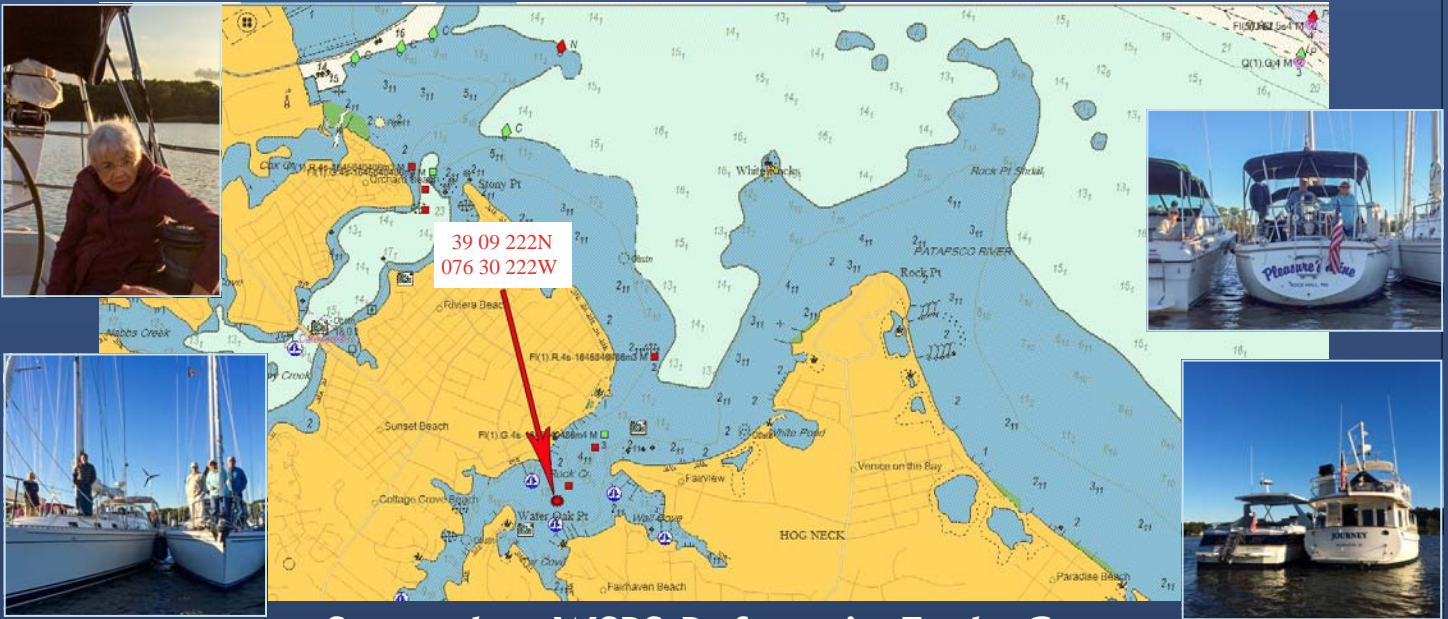


# Administrative Department

## August WSPS Raft-up in Rock Creek

A Raft-up is planned at Rock Creek off the Patapsco River for 19-20 August.

Please call or email John Ingram (302) 633-1733 or [cmdrjgi@verizon.net](mailto:cmdrjgi@verizon.net) to let him know that you are coming.



## September WSPS Raft-up in Eagle Cove

A Raft-up is planned at Eagle Cove off the Magothy River for 23-24 September.

Please call or email John Ingram (302) 633-1733 or [cmdrjgi@verizon.net](mailto:cmdrjgi@verizon.net) to let him know that you are coming.



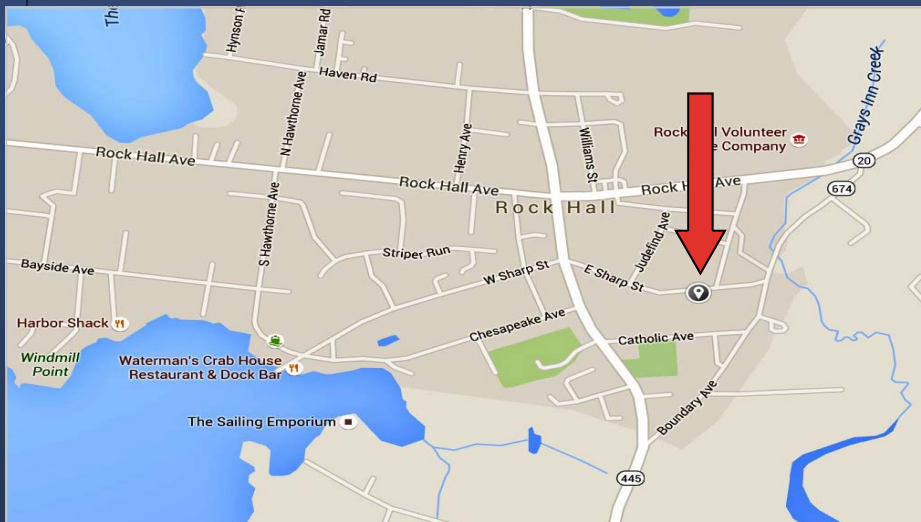
## *Administrative Department*

### *5th Annual WSPS Crab Feast*

Join us for the WSPS 5th Annual Crab Feast to be held on July 29th, at the Sgt. Preston Ashley American Legion Post #228 located at 21423 Sharp Street in Rock Hall, MD 21661. This is our second time at this facility, which is totally air conditioned.

All communication will be through our Administrative Officer P/C C. David Sharpless, AP. Reservations are required and fees are payable in advance with checks made out to WSPS and forwarded to C. David Sharpless, 2 Hailey's Trail, Newark, DE 19711.

All members and guests are welcome to bring as much non-alcoholic beverages as you please, however, all wine, beer, and mixed drinks must be purchased from the American Legion's bar area.



DATE: SATURDAY, 29 JULY  
 TIMING: 3 PM UNTIL 6 PM  
 COST: \$10 PER MEMBER;  
 GUESTS ARE \$35 EACH  
 FOOD: MARYLAND BLUE CLAWS  
 PLEASE BRING AN APPETIZER  
 WINE, BEER, AND MIXED DRINKS  
 WILL BE AVAILABLE FOR  
 PURCHASE FROM THE BAR.  
 PLEASE DON'T BRING YOUR  
 OWN!







The Fifth Annual Oyster Dinner will be held again at the Wellwood Restaurant in Charlestown, MD. We expect this annual event to again reach expansion stages of 40+ folks. Before we can open the registration to non-members we must give our membership time to decide if they want to attend. Of course the food is delicious, the service delightful, and the fried oysters plentiful.

*Members: \$28 - Guests: \$36*

**Sunday, 29 October 2017 4-7 PM**

Members sign-up begins on 1 October; member cutoff is 15 October. Any member may sign up a guest after 15 October.

Because of the overwhelming demand for this dinner we are asking members to reserve your seats by sending your checks to our 2nd Administrative Officer: P/C C. David Sharpless, AP, 2 Hailey's Trail, Newark, DE 19711 (302)-239-7995



## *Assemblies Committee*

### Mark your calendars!

The Assemblies committee has scheduled the following dates for this fall and winter. Please come join us at our upcoming events. Events start at 1830 (6:30 pm) at the Brandywine Town Center, except for the December Social.

**Friday, November 10, 2017** - John Murch from Garmin will be discussing the latest marine electronics updates. Garmin Ltd. is an American multinational technology company founded by Gary Burrell and Min Kao in 1989 in Lenexa, Kansas.

Remember: At the November social we will distribute ditty boxes to be filled with goodies for the Wilmington Seamen Center. These boxes will be collected at the December social.

**Sunday, December 10, 2017** - Holiday Social

Host: P/C Mike King and Wendy Shipman

Location: 601 Old Wilmington Road, Hockessin, DE

Phone: 302-636-0292

Time: 4:00 p.m. to 6 p.m.

Join us at Mike & Wendy's home for our holiday social. Bring your own wine and appetizer or dessert to share.

**Friday, January 12, 2018** - Mr. Shows, one of the shipwrights from the Kalmar Nyckel will be our speaker for this evening. The Kalmar Nyckel was a Dutch-built armed merchant ship famed for carrying Swedish settlers to North America in 1638 to establish the colony of New Sweden. A replica of the ship was launched at Wilmington, Delaware, in 1997.

**Friday, February 16, 2018** – Founder's Day & Annual Meeting. P/C Mark and Lt Chris Atkinson will enlighten us about their journey aboard their converted lobster boat, Willow. We look forward to their presentation on "New York's Canals Revisited". Did you know 2017 is the 200th anniversary of starting the Erie Canal.

*Assemblies Committee: Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Judy Stadler, Kathy Leef, Leslie Brower, Bart & Bev Wilson.*

*Chairperson: Lt Betty Ingram, P*



*Gypsy 11*

## *Educational Department*

### Our Boating Class at Cabela's Store

Twenty four students took the WSPS public boating class that started on April 11th at the Cabela's store in Christiana Mall. There were only a few open seats. About half the class was couples and family groups that were new to boating.



One of the students, Brian Devine has decided to join the squadron. He has a very strong interest in the education program. We look forward to seeing him at our events. All but one student passed the exam and she explained she wasn't really that interested, but wanted to go through the process with her husband. The high score was 97% and five others scored better than 90%. P/C C. David Sharpless, AP and Lt. John Koval, P instructed.

Since our class last November, the hours at the store changed from a 9:00 p.m. closing to 8:00 p.m., but we were allowed to continue after hours. We did our best to conclude each session promptly and exit the store in an orderly manner so as not to wear out our welcome. At its June meeting, the Executive Committee approved a resolution recognizing and thanking the store's Manager and Marketing Manager for their generosity in making the classroom available to us.

*Whereas* for 102 years, the United States Power Squadron has been guided by a fundamental principal of providing education on safe and skilled boating, and

*Whereas* the Wilmington Sail and Power Squadron, a unit of the United States Power Squadron is mandated, as each other squadron, to offer no less than one basic boating education class to the public each year, and

*Whereas* the quality of a class is best when the setting is comfortable, well lighted, and effectively organized, and

*Whereas* the classroom at Cabela's store at Christiana Mall has been graciously offered to the Wilmington Sail and Power Squadron for three classes since the Spring of 2016 with the appreciation of the instructors and students alike for its comfort and convenience, now therefore, be it

*Resolved* that the Executive Committee of the Wilmington Sail and Power Squadron expresses its proper and official expression of gratitude to the managers and staff of the Cabela's store at Christiana Mall for use of the classroom, and be it further

*Resolved* that copy of this resolution be transmitted to Eric Williams, Marketing Manager for arranging the use of this space for our classes, and to Cornell Randolph, Store Manager, and be it further

*Resolved* that this resolution be published in the next issue of the Squadron Newsletter, Lubber's Line.

Approved by the Executive Committee, May 17<sup>th</sup> 2017



## *Educational Department*

### Thoughts on Piloting After Cruising; A Sunset for Paper Charts?

On May 24<sup>th</sup> we headed north from Kent Island to deliver our boat to a marina just above the first lock on the Champlain Canal in Waterford NY. The trip was a casual nine days under way, ten days in all as we holed up for weather on Memorial Day. We wanted to take our boat, Willow, to New York because we had lived in New York's Capital Region for nearly thirty years and got our start in boating on the New York State Canal System and the other lakes and rivers of upstate New York. We'll be going back and forth through the summer and bring her back in the fall. Photos and captions appear on pages 19 & 20.

Our Power Squadron experience gave us the confidence to make such a trip. The friends we have met in three squadrons have been an inspiration to join the world of cruising. The formal education has been a foundation of knowledge and skills. During our trip, there was plenty of time to think about the piloting skills we learned and how the GPS chartplotter has changed the game.

Dead reckoning and paper plotting have gone by the board except to know that I have a back-up if the electronics fail. Tide and current information is readily available in the information tab and predictions for any time and date are easy. However, the chartplotter was not always perfect in my opinion. When the display scale was zoomed out to more than a third of a nautical mile to a half inch, most navigation aids disappeared and only a small area was displayed. I tracked our progress in our paper chart book for a "big picture" of our location and overall progress and Chris steered by the chartplotter for our exact position, immediate marks, course and speed.



I was going to write more on my thoughts on the importance of the paper charts but soon after we got back I read an article on ActiveCaptain.com about NOAA's National Charting Plan that in part calls for the "Sunset of Paper Charts." This 31 page document is a long term plan for the future of the Coast Survey charting products. There is a tsunami of change coming toward electronic navigation charts. The international Safety of Life at Sea standards (SOLAS) for commercial vessels no longer require ships to maintain paper charts in deference to electronic formats. NOAA's Coastal Survey Office will be following the trend. Electronic chart segments will be more standardized in scale and borders for simpler integration. The old standard raster chart, a graphic image, will be left behind. The revolution will look to electronic synchronization of chart information with Coast Guard buoy and light information and Army Corps of Engineers channel depth data for constant updating of chart information.



*(Continued to page nine)*



## Educational Department

### Thoughts on Piloting After Cruising; A Sunset for Paper Charts?

(Continued from page eight)

Regarding paper charts, the report states, “The reduction or elimination of traditional paper nautical charts seems likely as the use of digital chart data in (electronic charting) increases.” Specific measures were identified including:

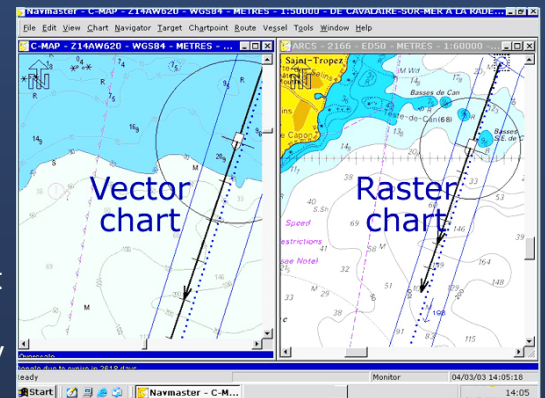


- ◆ Individual large scale paper charts will be replaced by the seamless NOAA RNC tile service, a product where a user can select and download desired segments of a raster chart image;
- ◆ The need for (raster) charts and paper nautical chart “new editions” will be eliminated.
- ◆ Only smaller scale “overview” charts will be available from NOAA certified chart printing agents to provide mariners with a voyage overview and to support back up for (electronic chart systems).

The plan was released on February 28<sup>th</sup> and the public comment period was to close on June 1.

On June 14<sup>th</sup> NOAA issued a statement clarifying its position on paper charts and extending the comment period until July 1<sup>st</sup>. The statement did not move back from the sunset of paper charts but said it would be a long term (decades) process with no set timetable. “The (electronic navigation) vector chart is still relatively new and needs some improvement. We recognize that in many cases, the (electronic chart) is not as easy to use as its paper equivalent, even though it satisfies all requirements for safe navigation. The long term goal at NOAA is for (electronic charting) to surpass paper charts in all categories and for all mariners to prefer them to paper.”

The Power Squadrons are facing a new world in the piloting courses. Will we be ready soon enough??



*P/C Mark Atkinson, AP  
Squadron Education Officer*

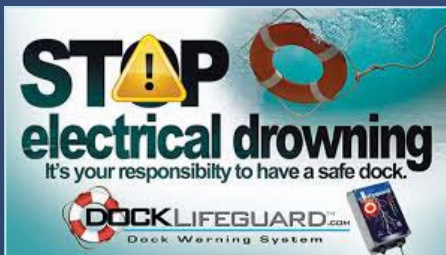


Willow

## *Boating Safety News*



Electric shock drowning occurs when a person makes contact with electrified water and becomes a conductor of electricity. This could lead to loss of muscle control, irregular or rapid heartbeat, and even electric shock death. It only takes as little as 10 milliamps to cause paralysis and drowning.



Water can become energized by faulty wiring on the boat and/or dock. The 2017 National Electrical Code requires marinas and boat docks to post electric shock warning signs where electricity is used near water. Know where your main breaker(s) are located on both the boat and the shore power source so that you can react quickly in an emergency. A boat with a generator running may pose a

similar risk to a swimmer.

Should you see Electric Shock Drowning taking place turn off the power, throw a life ring or cushion, etc., call 911 and do not enter the water, or you could become a victim as well.

Lt/C David L Benfer, JN  
Squadron Safety Officer



Journey



# Summer Cruise





# Summer Cruise





# Summer Cruise



We set up a dingy drift in Hudson creek and from a distance we probably looked like some hungry motley crew focusing on exchanging food and hanging together. The extra propulsion provided by Bill Zimmerman and John Ingram helped us stay out the channel.



On three successive days we had up to 29 kts of wind; making this cruise the windiest cruise, except the one during hurricane Agnes in 1972 when a couple of sailboats washed up on the Strand in Oxford.



Weather is always a factor. We had lots of wind, little wind, great wind, rain, sun and some clouds - and it did not affect our fun. We had 25 knot plus winds on the nose from Herrington Harbor to the Solomon's, some of us burying our bows several times. We had a very calm "no rally" day going to Hudson Creek.





## Summer Cruise



Our rallye from Hudson Creek to Oxford was our best day - some said it was the best sailing they have done in a long time. Most used only their head sails and we enjoyed a fast - challenging sprint to Oxford.

The high winds continued and most of group stayed at Oxford an extra day to return with better weather. We made the best of it by watching the "cardboard" boat races, checking out the town ( finding ice cream) and eating leftovers at the same tent we used the evening before.



Mechanical breakdowns were a challenge. We had broken water pumps, transmission problems, windlass failures - more challenges than usual. We helped each other out - when Novus lost its water pump - Star Reacher stayed back to assist and make sure the transition for a tow went smoothly. Star Reacher also pitched in to start Brio's outboard motor.



## Summer Cruise



50 years of WSPS Summer Cruises



The cruise committee did a very good job. Cruise Chairman Dennis Wallace and Co-Chair Terry Butler did a great job pushing the Solomon envelope and lining up the plans. Dennis was in rare form on Friday night - we all looked forward to his cruise presentation. It is a valued tradition. Bill Zimmerman, John Ingram and Dennis Wallace did a fine organizing the rallies.

What pulls all this work together? - the cruise book.

Thank you Barbara Sharpless. What a job! From the picture of Rock Hall harbor to the photos and graphics our cruise book distinguishes WSPS from other Squadrons.

Barbara's work made a big difference!

*Cdr. Bruce Wyngaard, AP*



Brio

## 2017 Sail Rallye Events

This year's sail rallyes were for the most part held with very breezy conditions, often with headwinds and adverse tidal currents. We continued with our new informal procedure in which boats timed their own starts and finishes with a set "window" of time for the start each day from 0930 to 0945. Rallye starts were held on each of the five days with good participation from among the eleven sailboats on the cruise, though one day was ultimately cancelled due to lack of wind. Eight of the boats made at least one start but only two completed rallyes on three of the four days that they were held, namely *Brio* and *Mystic Star*. Courses for the rallyes were laid out generally along the paths between the various evening destinations, and allowed sailors to experience some friendly competition without diverting too far from the course to their afternoon anchorages or ports of call.



After quite a slog to windward on Sunday from Rock Hall to the Rhode River, the first rallye on Monday was along the route to Herrington Harbor South on the western shore. The winds for Monday's rally continued strong from the south in the fifteen to twenty knot range so that apparent winds in the high twenties were encountered. Reefing down was the order of the day and the conditions certainly favored the heavier boats with heavy air sails. Four boats did persevere to finish the



course in the following order on both real and corrected time: *Mystic Star*, *Justice*, *Novus* and *Brio*. Later in the afternoon the weather became rather stormy and all were glad to be safely in port at Herrington Harbor South.

The following day was to be one of the longest legs that had been planned for the cruise in many years at 36 nm. The rallye course was approximately half of that distance and we were fortunate to have enough wind to make it work. Things started out with winds from the west, on the beam, but eventually became quite variable from south to west making it more of a challenge to progress southwards. Six boats valiantly attempted the long course, but only four completed it with a close dual between *Mystic Star* and *Jubilee* for first, and close as well for third between *Gypsy II* and *Star Reacher*, which was the finish order, in both real and corrected time.



On Wednesday, we had a very short distance day to enjoy Mill Creek and Solomon's Island at Zahniser's marina. There was a short 7 nm course out in the Patuxent River that featured upwind and downwind legs more like a typical sailboat race. Only two boats chose to get out there and give it a go, and it turned out to be one of the nicest sailing days of the week.



## 2017 Sail Rallye Events



Crews were mixed and matched for a change with Donna Zimmerman and Dave Netting sailing with Capt. Dennis Wallace on *Weatherly* and Bill Zimmerman joining Leslie Brower aboard *Brio* with Capt. Bruce Wyngaard. The ultimate finish order was also *Weatherly, Brio*.



Thursday was predicted to be a light air day and we had a moderately long run to make it to the Little Choptank River. The course was to start off of Solomon's Island in the Patuxent, but at the time of the start window there was virtually no wind at all. In consideration of the longish day ahead, the rallye was cancelled by 09:50 so folks could make progress to our evening's destination. By noon there was wind enough to sail around James Island and in to Hudson Creek in the early afternoon which many were happy to enjoy. At this point, several boats decided to head directly to Oxford with high winds predicted for Friday.



The boats that stuck with the plan and anchored in Hudson Creek enjoyed a fun dinghy drift that afternoon and enjoyed a pretty wild downwind run out into the bay and up the Choptank River on Friday morning. Five boats participated and completed the rallye course with most using only headsails in the twenty-plus knot winds from the southwest. It was an exhilarating run with the winds astern and all boats finished within a ten minute window of time in the following order (corrected, first to last):

*Gypsy II, Justice, Star Reacher, Brio, Mystic Star.*



The best three rallye results were considered for each boat in order to determine their score for the series. Since only two boats, *Mystic Star* and *Brio* completed three rallyes, overall first and second went in that order. Officially there were no other placings since the three requisite finishes were not achieved, but unofficially, among those completing two rallyes, the scoring order was *Gypsy II* (3<sup>rd</sup>), *Justice* (4<sup>th</sup>) and *Star Reacher* (5<sup>th</sup>). Finally for those completing one rallye: *Weatherly* (6<sup>th</sup> with one first place) and *Jubilee* (7<sup>th</sup> with one second place) and *Novus* (8<sup>th</sup> with one third place). Congratulations and thanks to all the participants who made this year's cruise rallyes a most enjoyable event once again!

Lt William T. Zimmerman, JN



Mystic Star

## *Lubber's Line Exclusive*

### *Vitamin Sea from Active Captain*

There's something about sea water that seems to draw us. The current best estimates are that 40% of the world population lives within 50 miles of a coastline.

Many people point out that the salinity of ocean water and human blood are the same. But this isn't completely true. While ocean salt water and blood contain many of the same salts, the concentration of them is very different. For example, seawater has three times as much sodium and five times as much chlorine as blood. Surprisingly, seawater has eight times as much calcium and fifty times as much magnesium.

Blood has its own special concentrations. There is one thousand times more copper, two hundred and fifty times more iron, and two hundred times more zinc.

So while similar, they are really quite different. So much for that myth.

What is it then? Here are some more factual based features of sea water.

Sea water is known to be beneficial to the skin. It has the effect of increasing elasticity and improving the outer appearance. Studies show that salt water helps in treating skin disorders like eczema, psoriasis, and acne. Although results are not immediate, swimming regularly in salt water should gradually improve the appearance and condition of these three disorders.

Swimming in general is a good way to relieve stress and to reduce the inflammation of joints and muscles. Salt water contains bromide and this mineral helps in relieving muscle pains and soreness.

But even if swimming isn't for you, just being in the the sea air is known to improve mood, reduce stress, and help you sleep better. This has been attributed to the larger concentration of negative ions that surround the ocean's edge. These ions accelerate our ability to absorb oxygen and maintain our levels of serotonin.

Salt water proximity goes hand in hand with sunlight exposure. Sunlight promotes vitamin D levels, known as the "feel good" hormone because warmth from the sun affects our endocrine system to help make us feel relaxed and less stressed. Just don't forget to wear sunscreen because direct sun exposure has some negative issues too.

So while there might be many reasons we all love being onboard and out on the water, there very likely are biologic and genetic mechanisms at work that keep us wanting more.



## *Willow's Trip North*

*This page and the following one includes photos and captions of Chris and Mark Atkinson's trip aboard "Willow" on the Hudson River and later into the Erie Canal. Their present summer home for "Willow" is Lock One Marina near Waterford, NY.*

Weather for our trip was less than ideal—cloudy, breezy, cool and drippy. At least it wasn't bad! Delaware Bay was choppy from all directions. On the Jersey shore we stayed overnight at Cape May, Atlantic City and the Manasquan Inlet. This is a photo of the Atlantic City lighthouse, the tallest lighthouse on the Jersey shore. Now it dwarfed by the high rise buildings around it, and no longer is in service.



The day after Memorial Day we entered New York Harbor with an even lower ceiling. The statue of Liberty is always an impressive sight from the water.

We stayed at a marina adjacent to the site of the former World Trade Center Towers in a new retail office complex. In that part of the city, everything was new and still building. It was expensive at \$6 a foot but we had an experience and were able to visit with Chris's brother who has an office in lower Manhattan and his wife who works in Brooklyn, a short subway ride away.



The Little Red Lighthouse and the Great Grey Bridge was a children's book from the 1940s and was a cute story about the construction of the George Washington Bridge and how the light house thought it would be made obsolete by the bridge. The NYC Parks Department maintains the lighthouse and opens it for visitors.

## *Willow's Trip North Continued*

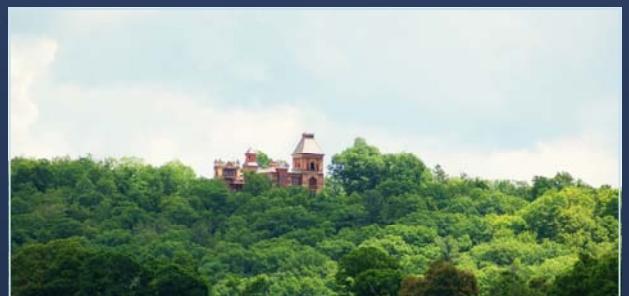
*This page includes photos and captions of Chris and Mark Atkinson's trip aboard "Willow" on the Hudson River and later into the Erie Canal. Their summer home for "Willow" is Lock One Marina near Waterford, NY.*

West Point is at a choke point of the Hudson River. This is a little north of Bear Mountain where the Appalachian Trail crosses the bridge. This break in the Appalachian Range allowed for the westward water route that was to include the Erie Canal.



The Esopus Meadows Lighthouse near Kingston was a mark not to be missed. Depths to the left of the lighthouse and to the western shore are about two feet at low tide. Sailors sometimes would bring their boats to the meadows at high tide and wait for the tide to go out, beaching the boats on their sides so the bottom could be cleaned.

The castle on the hill is Olana, the Moorish style home of the artist Frederick Church. The house has commanding views of the Hudson River and the Catskill Mountains to the south as would only be fitting for a leading painter of the Hudson River School.



Our home slip for the summer is at Lock One Marina near Waterford just above the first lock on the Champlain Canal. At Waterford boaters have a choice to go west on the Erie Canal or north on the Champlain Canal. The Erie will take them to the Finger Lakes, or to Oswego and Lake Ontario or just to continue west to Tonawanda and Lake Erie. The Champlain simply goes north to Lake Champlain, but that will get them to the Saint Lawrence River in a hundred miles.



## *WSPS Birthdays*

John P. Goon	Aug 01	Carl L. Stacey	Sep 02
Mark C. Atkinson	Aug 03	Louis Rich	Sep 05
Chester M. Gibson	Aug 05	Thomas S. Webster III	Sep 05
James A. Ennis	Aug 07	Edward H. TenEyck Jr.	Sep 06
Wayne T. Stanford	Aug 07	Mary Ann Ebersol	Sep 08
Barbara L. Sharpless	Aug 09	William L. Theis	Sep 12
Roger L. Cason	Aug 13	Joseph D. Irr	Sep 19
Richard Van C. Parker	Aug 18	Gail Russell	Sep 20
Edward D. Kee	Aug 19	Teresa Ann Butler	Sep 21
Ronald D. Crooks	Aug 20	Joseph Donia	Sep 22
Charles P. Schutt Jr.	Aug 30		

## *WSPS Photo Contest*

WSPS Members – It is time to get your cameras and camera phones out. We will be sponsoring a photo contest this year and the four categories are:

**People - Boats - Nature/Wildlife - and Sunrise/Sunsets.**

First, second and third place winners will be announced in October's Lubber Line. WSPS members can submit as many digital photos as they want in one category or all of them, but can only win once. The winning images will appear on the squadron's website. The digital images must have been taken between June 1, 2016 and September 1, 2017. Also, the pictures should be of life on the Chesapeake Bay where we spend most of our time. Folks should take a look at their archived images, select the best ones, check the date when taken and send them via e-mail to Carol Hanson at: [jchanson@comcast.net](mailto:jchanson@comcast.net).

**Because these files can be large 4-7 mb, just send a few (medium size) in each email or whatever your provider will permit. If you are using a software program to reduce the image's size, please make the longest side 2000 pixels.**

It's OK to send multiple emails.

The submission deadline is **September 15th**. By submitting images to this contest the photographer gives his/her permission to have the pictures published on the website. The photographs will be judged, and then published in October's Lubber Line.

So, show off your photographic skills and impress your fellow WSPS members!

## *Schedule of Up Coming Events*

- 16 August 1930 WSPS Executive Committee Meeting  
Conectiv Energy & Technology Center, Newark, DE
- 19-20 August WSPS Raft-up in Rock Creek off Patapsco River
- 21-28 August USPS Governing Board Meeting, Pittsburgh, PA
- 15 September Deadline for October/November/December Lubber's Line Material
- 10-17 September USPS Governing Board, Dallas, TX
- 20 September 1930 WSPS Executive Committee Meeting  
Conectiv Energy & Technology Center, Newark, DE
- 23-24 September WSPS Raft-up in Eagle Cove off Magothy River



Weekly Luncheons on each Wednesday @ 1130 AM  
At Seasons Pizza 3901 Concord Pike  
Wilmington, DE 19803

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